

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4369.

號三月七年七十七百八千一英

HONGKONG, TUESDAY, JULY 3, 1877.

日三十月五年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAM & BLACK, San Francisco.

CHINA:—SHEWAN, TOMES & CO., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDERLEY & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manilla, C. HENNINGSEN & Co., Macao, L. A. DA GRAÇA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMANN, Esq.
Deputy Chairman—F. D. BARROON, Esq.
E. B. BELLIS, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KESWICK. A. MOLYNEUX, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.
Shanghai, . . . EWE CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 23, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG, grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.

MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and MR. CONRAD MUNRO DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.

Hongkong, April 10, 1877. jy16

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.,
China, June 1, 1877. del

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & Co.
Hongkong, June 23, 1877.

NOTICE.

MR. EDWARD BURNIE will Conduct the Business of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices,
and Lloyd's Register of Shipping.

2, Club Chambers,
Hongkong, March 17, 1877. jy19

Notices of Firms.

NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.
Hongkong, June 6, 1877.

NOTICE.

BY Mutual Consent, the Firm of FRERES, RODATZ & Co. has been DISSOLVED on This Day.

R. FRERES.
G. C. F. RODATZ.
Hongkong, June 30, 1877.

THE Undersigned, Establishing themselves This Day as SHIPOHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of FRERES, RODATZ & Co.

G. C. F. RODATZ.
C. KOCH.
Hongkong, July 2, 1877. au2

NOTICE.

I HAVE This Day Established myself as SHIPBROKER.

ROBERT DROSS.
Hongkong, June 26, 1877. jy9

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. Mossor, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

MONDAY,

the 9th day of July, 1877, at Noon, on Board,—

The American Barkentine "ROSINA,"

Of 406 Tons Register or thereabouts, as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remetalled and Repaired in New York, in December, 1874, and there classed "A1" for Four Years in American Lloyd's. She was again Remetalled and Repaired at Melbourne, in November, 1876, at a Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 800 tons Light Cargo of 10 cubic feet, 9,000 piculs of Rice on 14 feet Draft. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.17.

The Vessel to be, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, June 16, 1877. jy9

SPANISH CONSULATE.

TO be SOLD by PUBLIC AUCTION, at the Office of the Marine Department, Manila, on the 6th day of September next, at 10 o'clock A.M., the Spanish War Vessels "BERENGUELA" and "CIROE" (declared by the Government "useless for further service").

Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Office of this Consulate.

The upset Prices of the Vessels will be for the Frigate "BERENGUELA" ... \$20,626.98

Corvette "CIROE" ... \$ 5,278.27

and no offer will be received which does not exceed these amounts.

A. FARAUDO,
Consul for Spain.

Hongkong, June 12, 1877. jy12

For Sale.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Price: Two DOLLARS AND A HALF.
Hongkong, February 8, 1877.

For Sale.

AERATED WATERS, IN CODD'S PATENT GLASS STOPPERED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only FORTY CENTS Per Dozen.

SARSAPARILLA WATER, 75 Cents per Dozen.

ED. CHASTEL,
2, Wyndham Street, opposite the Hongkong Club.

Hongkong, June 30, 1877. jy30

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.
C. KOCH.
Hongkong, June 22, 1876.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DEBARD & Co.'s CLARETS and WHITE WINES.

STARTUP & KENTISH'S PORTS and SHERRIES.

MOULON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. jy9

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAJA WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE POST OF SECRETARY will become Vacant on 1st August next.

Applications, addressed to the CHAIRMAN, will be received up to Noon of the 21st July, prox. Salary, \$1,500 per Annum.

Hongkong, June 25, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, May 1, 1877. ad1

NOTICE.

THE Undersigned regret to inform their Customers, that in consequence of the VERY GREAT ADVANCE in the PRICE OF FLOUR, they will be compelled to RAISE the Price of their First Quality BREAD One Cent per Pound, Commencing from the 1st July, 1877.

HONGKONG AND CHINA BAKERY Co., LIMITED.

LANE, CRAWFORD & Co.,
General Managers.

DORABJEE NOWROJEE.

Hongkong, June 21, 1877. jy21

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in London, in Liverpool, or at the principal Ports of India and the East.

BIRLEY & Co.,
Agents.

Hongkong, May 21, 1877. ad23

A THOROUGH CORRESPONDENT AND ARITHMETICIAN Desires an ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 29, 1877.

Intimations.

PIANOS, Etc. TUNED AND REPAIRED, BY A. HAHN,

Care of Messrs LANE, CRAWFORD & Co., or Messrs CHAS. J. GAUFF & Co.

Hongkong, June 8, 1877. jy8

DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 28, 1877.

DENTAL NOTICE.

Dr. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 25th.

Office, No. 7, Arbuthnot Road.

Hongkong, June 20, 1877.



SEALED TENDERS will be Received by the Undersigned until Noon on SATURDAY, the 14th Instant, for Building A FIRE ENGINE HOUSE, at H. M. NAVAL YARD.

Plan and Specification may be seen and further information obtained on Application.

JOHN BRENNER,
Naval Storekeeper.

Hongkong, July 2, 1877. jy14

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 16th to the 28th Instant, both days inclusive.

A. NEWTON,
Manager.

Hongkong, July 2, 1877. jy29

NOTICE.

MRS. G. B. FALCONER, Widow and Administratrix of the late G. B. FALCONER (sole and only Partner of the Firm of GEORGE FALCONER & Co., Watch Manufacturers, Jewellers, &c., &c., Hongkong), and Mr. MATTHEW FALCONER, Brother of the Deceased, beg respectfully to intimate that they have agreed to CONTINUE the BUSINESS so long carried on by the late Mr. FALCONER.

In making this announcement, they have pleasure in stating that they have made such arrangements that the efficiency and high reputation formerly enjoyed by the Firm, will be maintained in its entirety in all its branches.

The Stock, as hitherto, will consist of EVERY ARTICLE of the BEST QUALITY and WORKMANSHIP, and they hope to be favoured with a continuance of that patronage which was so liberally extended to the late Mr. FALCONER, and, in soliciting such, no efforts will be wanting to inspire that confidence on the part of their Customers which was so marked a feature in the Business as formerly conducted.

The Business will be carried on in the old premises under the same Name and Style as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. ad2

AM YON, SHIP'S AFFRADOR AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

KWONG HING CHEUNG & Co., COAL MERCHANTS,

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. AMYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. mcl9

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "DOUGLAS,"

Captain PITMAN, will be despatched for the above Ports on WEDNESDAY, the 4th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIE & Co.

Hongkong, July 2, 1877. jy4

FOR SINGAPORE. The British Steamer "GOLDEN HORN,"

Captain GEORGE ALTON, will be despatched for the above Port on WEDNESDAY Next, the 4th Inst., at 4 p.m.

For Freight or Passage, apply to AM YON, Praya West.

Hongkong, July 2, 1877. jy4

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAIS,"

Comdt. De LA MARCELLE, will be despatched for YOKO-

HAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.

Hongkong, July 2, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "PEI HO,"

Comdt. LECOINTRE, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY, Agent.

Hongkong, July 2, 1877.

FOR WLADIWOSTOCK AND NICOLAJEFFSK.

The German Steamship "ATLANTA,"

PETERSEN, Master, shortly expected from SINGAPORE, will have immediate despatch as above.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, June 25, 1877.

FOR SHANGHAI.

The British Steamship "MIKADO,"

BARCLAY, Master, shortly expected from SINGAPORE, will receive immediate despatch as above.

For Freight or Passage, apply to Wm. PUSTAU & Co., Agents S. S. Mikado.

Hongkong, June 25, 1877.

Sailing Vessels.

FOR LONDON.

The 41 British Bark "STANFIELD,"

having the greater portion of her Cargo engaged, will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 29, 1877. jy29

FOR NEW YORK.

The 41 American Schooner "PANOLA,"

LUNT, Master, will load

Notices to Consignees.

BRITISH STEAMER MIKADO,
BARCLAY, Master, FROM LONDON via
SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that their
Goods are being landed and stored at
their risk in the Godowns of the
Undersigned, from whence delivery may be
obtained.

Consignees wishing to take delivery of
their Goods from the Boats alongside the
Wharf are at liberty to do so.

Goods remaining in store after the 6th
July will be subject to rent.

Optional Cargo will be forwarded unless
notice to the contrary is given by 2 o'clock
To-day.

Bills of Lading will be countersigned by
Wm. PUSTAU & Co.,
Agents S.S. Mikado.

Hongkong, June 29, 1877. j16

NOTICE TO CONSIGNEES.

THE AMERICAN SHIP LEADING
WIND, FROM ANTWERP.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, July 2, 1877. j19

S. S. GLENFALLOCH,
FROM LONDON AND SINGAPORE.

THE above Steamer having arrived,
Consignees of Cargo by her are hereby
informed that their Goods are being landed
at their risk and stored by the Undersigned
in their Godowns, whence and/or from the
Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to
Shanghai, unless notice to the contrary is
given before 8 p.m. To-day.

Cargo remaining undelivered after the
9th instant will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 2, 1877. j18

BARQUE CHINAMAN, FROM
LONDON.

THIS Vessel having arrived, Consignees
of Cargo are requested to send in their
Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

DOUGLAS LARRAIK & Co.,
Agents.

Hongkong, May 21, 1877.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. ANADYR.

NOTICE.

CONSIGNEES of Cargo per S. S.
Euphrate, from London, in connection
with the above Steamer, are hereby in-
formed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees, before To-day, at 11 a.m., request-
ing it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after SATUR-
DAY, the 30th instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,
Agent.

Hongkong, June 25, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt.
C. W. Hansen.—Arnhold, Karberg & Co.

HANNAH LAW, British ship, Captain B.
Greig.—P. & O. S. N. Co.

HERONIMUS, British brig, Capt. T. A.
Koch.—Landstein & Co.

ECHO, British barque, Captain Tozer.—
Arnhold, Karberg & Co.

ROBT. HENDERSON, British barque, Capt.
John J. Gunn.—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, Capt.
D. S. Goodell.—P. & O. S. N. Co.

MATTHEWSON, American ship, Capt. John
C. Davies.—Douglas Larraik & Co.

VICOUNT MACDUFF, British 8-m. schooner,
Capt. Wm. Wright.—Borneo Co., Limited.

COMET, British barque, Captain Wm.
Robertson.—Wiel & Co.

JORY, Norwegian ship, Capt. P. Hauf.
—Molchers & Co.

LEADING WIND, American ship, Captain
F. M. Hinkley.—Meyer & Co.

ORANLOTTE ANDREWS, British barque,
Captain George Place.—Rosario & Co.

LOUISA, German 8-m. schooner, Captain
H. Schlicher.—D. Schellhaus & Co.

"Jato," Russian ship, Capt. C. F. Moberg.
—Order.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
"GLENFALLOCH"
Captain TAYLOR, will leave
as above on THURSDAY,
the 5th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Hongkong, July 3, 1877. j17

FOR FREIGHT OR CHARTER,
The S/S L. I. A. American Bark
"FRED. F. LITTON,"
STANDING, Master.

Apply to
MEYER & Co.,
Agents.
Hongkong, July 3, 1877. j16

To-day's Advertisements.

FROM CALOUTTA, PENANG AND
SINGAPORE.

THE S. S. Venice having arrived, Con-
signees of Cargo by her are hereby
requested to send their Bills of Lading for
countersignature to the Undersigned, and
to take immediate delivery of their Goods.

Cargo impeding the discharge will be
at once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.,
Hongkong, July 3, 1877. j10

FROM CALOUTTA, PENANG AND
SINGAPORE.

THE Steamship Arratoon Apar, Captain
MacAvish, having arrived from the
above Ports, Consignees of Cargo by
her are hereby requested to send in their
Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge will be
at once landed and stored at Consignees' risk
and expense.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 3, 1877. j10

HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-second Ordinary Half-
Yearly MEETING of SHARE-
HOLDERS in the Company will be held
at the Office of the Company, No. 50 A,
Queen's Road, on WEDNESDAY, the 25th
July instant, at 3 o'clock in the Afternoon,
for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, July 3, 1877. j125

HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE.

THE Transfer BOOKS of the Company
will be CLOSED from the 12th to
the 25th day of July instant, both days
included.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

Hongkong, July 3, 1877. j125

GENERAL WEEKLY SALE.

LANE, ORAWFORD & Co. will sell
by Public Auction, in their Sale
Room, Praya Central, on

FRIDAY,
the 6th July, 1877, at Noon,—

ALBUMS, Pocket Books, Purse,
Portfolios, Travelling Desks, Cotton
Books, Stockings, Butcher's Knives,
Tooth Brushes, Silk Umbrellas, Whips,
Plated Salvers, Tea Sets, Butter Dishes,
Cologne Water, and Perfumery.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

do., do., do.

Marcelles, Mr. J. Oastler and child, Messrs
C. Manghaki, A. Verne, and F. Arnoux.
Per Arratoon Apar, from Calcutta, do.
Messrs A. Seth and servant, Rahimbiy,
and Chuttoo, 2 Europeans, 23 Indians,
and 155 Chinese deck.
Per Venice, from Calcutta, do., 200 Chi-
nese deck.
Per Lotus, from Saigon, 41 Chinese.
Per Norma, from Swatow, 150 Chinese,
and one European.

DEPARTED.
Per Hongkong, for Shanghai, 27 Chinese.
To DEPART.
Per Thingwall, for Saigon, 2 Europeans.
Per Douglas, for Coast Ports, 350 Chinese.

SHIPPING REPORTS.

The British steamer Arratoon Apar re-
ports: In China sea experienced strong
monsoon with thick weather and rain
throughout.

The British steamer Venice reports: Strong
monsoon to Penang, and fine weather
in Straits. From Singapore moderate
monsoon and squally weather.

The British steamer Lotus reports: Ex-
perienced moderate monsoon and fine wea-
ther to Lat. 15 N.; thence to port moderate
Northerly winds and variable weather.

The British steamer Norma reports: Light
S.W. winds and clear weather.

The French steamer Tanais reports: Fine
weather throughout the passage.

CARGO.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise, 24
pigs. Cordage, 100 pigs. Steel, and 1
pigs. Tortoise Shell. For San Francisco,
14,342 bags Rice, 630 bags Beans, 2,009
bags Sugar, 108 bags Pepper, 92 bags Sage,
20 pigs. Nutmegs, 1,009 pigs. Merchandise,
650 pigs. Tea, 760 pigs. Oil, 32 pigs.
Opium, and 450 Qualekiver Flasks. For
Victoria, B.C., 56 pigs. Merchandise, and
2 pigs. Crude Opium. For Panama, 4
pigs. Chinese Ware. For Callao, 2 pigs.
Silk, 3 pigs. Malva Opium, and 2 pigs.
Merchandise. For New York, 142 bales
Raw Silk, and 2,007 pigs. Tea. For Bos-
ton, 8 pigs. China Ware. For Chicago,
349 pigs. Tea. For Montreal, 722 pigs.
Tea. For Toronto, 55 p. g. Tea. For
Hamilton, 145 pigs. Tea.

Per S. S. City of Tokio, sailed 2nd July,
1877:—For Yokohama, 7,406 bags Sugar,
11 bags Flour, 135 pigs. Merchandise

accidental fall, which caused the unfortunate result. Verdict accordingly.

A third inquest was held on the body of a Chinese woman named Yik a Chuen, aged 25 years, who died of opium poison. The body was taken to the Chinese Hospital early yesterday morning by the husband, but the Hospital authorities would not receive it, and ordered it to be taken to the Lock Hospital. Some misunderstanding seemed to have taken place, for the admission of the body into the Civil Hospital was not known to Dr Wharry until it was too late for an inquest to be held yesterday. A Chinese doctor from Tung Wah Hospital was called, but his knowledge of the healing art appeared to have been of the most primitive character, for all the test by which he could distinguish opium was black stuff on the mouth of the deceased, and he concluded that it was opium. He did not know how to analyze the contents of the stomach, and could not therefore trace opium, except when it was not dissolved.—The husband, Low Awan, a man of no particular occupation, identified the deceased as his wife, whom he discovered during the night of the 1st to be dying from opium poison. Means were at once taken to save her, but failed, and she was therefore conveyed to the Chinese Hospital. At that time there was still some life left in the body, but no attempt was made to save her there, and the husband was told to take the body to the Lock Hospital. When the body left the Chinese Hospital, there was still life in the body, though very little. He did not know why the deceased took opium; he had no quarrel with her.

The Coroner said there was a deal of business overhauling this matter, and he should like to have a searching enquiry into it. It would be saving time to adjourn now to allow the Police to work the case up a little. The enquiry was then adjourned till to-morrow at 8 p.m. at the Magistracy.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before Mr Justice SNOWDEN.)
July 8, 1877.

Choy Chiu v. Tang Shing, \$342.26.—This was a claim on a promissory note and was partly heard on previous Court days, but was adjourned by the Chief Justice to this day for Mr Justice Snowden to take the case, as a question of exorbitant interest was involved.

The defendant admitted giving the promissory note with interest at about 50 per cent per annum.

His Lordship said if the defendant chose to give the note at this rate of interest, the Court could not relieve him, except if he had been given under pressure or other fraudulent circumstances.

Judgment for the plaintiff for the amount claimed. Mr Sharp appeared for the plaintiff.

Melchers & Co. v. Leong Tat, \$274.16.—In this case a writ of foreign attachment was issued returnable to-day. Mr Brereton who appeared for the plaintiffs, asked that the case be postponed till this day week. Adjourned accordingly.

Wilson and another v. J. Inglis, \$148.85.—Mr Brereton appeared for the plaintiffs, who are architects in the Colony; and the defendant is a marine engineer carrying on business under the style of Inglis & Co. The claim was for commission for some professional work. In December last the defendant intended to make certain additions to his establishment, and Mr Wilson was engaged to prepare a plan for the proposed work and an estimate of the cost before advertising for tenders to perform this work. Mr Brereton said it was an understood thing in the profession that when an architect was employed to prepare the plan and to superintend the execution of the work, his commission was 5 per cent on the amount of the work, so that if the cost of a proposed work was \$5,000 or \$6,000 the commission would be \$250 or \$300. But where the architect only prepared the plan, the commission was only 2½ per cent. In December last the plaintiff prepared a plan together with an estimate, but the defendant, it appeared, had changed his mind and never had the work carried out. The plaintiff having waited some time and hearing nothing further, sent in a bill for 2½ per cent commission for the plan and estimate which he had prepared at great trouble, but could not obtain payment.

Mr W. Wilson was called.—I am an architect and a member of the firm of Wilson & Salway. In December last I was employed by the defendant to enlarge their foundry, add verandahs to the house, &c. I made out the necessary plans and sent them to him for approval. He approved of them. I sent also an estimate of the cost for proposed works. The amount of the estimate was \$5954.60. Our invariable charge for such work is 2½ per cent, and this is the usual charge of the profession. The 2½ per cent on \$5954.60 is \$148.85, the amount claimed.—The plans were approved of, but the work was not carried out. We charge 2½ per cent for the plans and the estimate. If I had to superintend the work, I would charge 2½ per cent more. If the work is for a smaller sum than \$5000, I charge 7½ per cent. I had done work for the firm before and had charged the same commission, which was paid without demur.

Mr Inglis said that work had been very brisk in his yard and he had had no time to carry out the proposed additions yet, but they would eventually be completed.

Mr Wilson said he had waited for three months and had spoken to the defendant several times.

His Lordship thought there was really no answer to the action.

Mr Inglis thought the charge was too high.

Mr Wilson said it was the usual charge in the profession, and Mr Inglis had paid at the same rate before.

His Lordship wished to hear Mr Inglis.

Mr John Inglis was called.—I employed the plaintiffs to draw up the plan and an estimate accompanied it. The amount was for \$5,954.60. The work has not been undertaken yet. Mr Wilson sent me a bill, but I objected to pay it on the ground that it was too much.

Mr A. Chart was called. He said if tenders had been called, the cost of the estimate might be reduced by about \$200.

Judgment was given for the plaintiffs with costs. His Lordship said that, though the work did not seem to be much, the defendant knew what the charge was.

was for goods sold and delivered. The debt had been pending for a long time. The defendant did not appear, and judgment was given against him.

Police Intelligence.

(Before the Hon. C. May)
July 8, 1877.

OBSTRUCTION.

Yeong Ahn and two others were charged with obstructing the fair-way of the steamer *Ararat* on the 2nd inst. before she was properly moored, and two of the defendants had got on board before the arrival of the Health Officer. Fined \$2 each, or three days' imprisonment.

RETURNING FROM DEPORTATION.

Wong Aloh, a barber, was brought up for having returned from deportation. He was twice in jail, once for frequenting a gambling house, for which he was fined \$20, in default two months' imprisonment. He was again sent to jail on 13th June 1876 as a rogue and vagabond and was sentenced to three months' hard labour, and to give security for three months. He failed to find bail and petitioned to be deported from the Colony in lieu of remaining in jail. His request was granted and he was sent home by the steamer *Ararat*. The defendant said he was sent home by his mother to bring his brother to Canton, his brother having expressed a wish to go to Singapore.—The defendant was sent to one month's hard labour.

UNLAWFUL POSSESSION.

Leung Ashu, a boatman, was fined 10s. for having in his possession about 4 catties of salt fish for which he could not account.

ASSAULT.

Mr A. A. Da Cruz, clerk to Messrs Falconer & Co., was summoned by Ho Afo, a servant, for an assault. The complainant stated that he was house servant to the defendant, and had been so for two years. On the 30th ulto, defendant told him to get his slippers. He was going to do so, but as he was carrying something from one room to another at the time, he delayed a little, and the defendant was angry, struck him and kicked him, tearing his coat (showing a torn coat and two light marks on the leg). The defendant said he called for his slippers; the complainant showed them down to him in an insolent manner, so that they were upside down. He would not and defendant took hold of him to make him do it. In doing so, his coat was torn. Fined \$1.

NUISANCE.

Messrs Simmen & Co. were summoned by Inspector McKinney for permitting the drainage from their property in Yue On Lane to flow over the foot-way at Queen's Road Central, thereby causing a nuisance. Mr William Schriver appeared for the firm. Adjourned till the 9th inst.

LARCENY.

Wong Ahn, a chair-coolie to Mr C. F. A. Sangster, was charged by his master with stealing \$10 from him. The complainant stated the defendant with a soda water bottle and a \$10 note to pay to Mr Chastel. The defendant returned in half an hour and said Mr Chastel was not in his office then. Mr Sangster told him to go back again by and bye, and the book and note were in the defendant's possession. It was the defendant's turn yesterday to remain at the Court to wait for any orders from his master. The complainant had occasion to call for the defendant twice, but could not find him. About 2.30 p.m. the complainant sent his servant to look for him, and he was then seen. Complainant then asked him through the stroff of the Court where he had been, but being busy in Court the complainant did not hear the answer, in fact he forgot all about the matter afterwards. This morning he learnt something and asked the defendant about the \$10 and said he would give him into custody.—The defendant said he fell asleep and the money was stolen from him. After that he had tried to raise this money among his friends but failed.—The Magistrate sent the defendant to three months' hard labour, being of opinion that he had lost it in gambling.

CORRESPONDENCE.

THE PROPOSED STEAM LAUNDRY.
To the Editor of the "CHINA MAIL."

Hongkong, July 8, 1877.
SIR,—In answer to your leader's article of last evening, regretting having heard nothing lately of the proposed Steam Laundry Company, I beg to hand you, herewith, a copy of the Report of the Provisional Committee, which you would oblige me by reproducing in your valuable paper, to show that, up to the present, everything has been done in the matter, that could be, and all that now remains, is for the public to step forward and subscribe the whole amount required, if they desire to have their linen, washed, dried, and ironed by steam, instead of miserably smothered to pieces on the hill side, as you so justly observe. As the promoter of this enterprise I always have been and am still willing to take up at least 10 Shares, and if all those of the community who desire their linen cleaned by steam, will only do the same, or even average one half that number each, the Colony would soon see the Company registered and started; with only \$8,000 promised, when \$30,000 are pronounced necessary, you can but agree that it would be very foolish to attempt to start.

Hoping this explanation will be satisfactory, as to why you have heard nothing lately of the proposed Steam Laundry, and that in justice to me you will kindly make this answer public.

I beg to remain, Sir,
Yours faithfully,
C. E. COLLINGS,
Promoter.

A LEADING QUESTION.

To the Editor of the "CHINA MAIL."

Hongkong, July 8th, 1877.
SIR,—The correspondence published in your paper of last night suggests an enquiry concerning the long-projected new buildings for the Central School.

We all know that the old building is too small. Any one who has visited it during the summer months will without hesitation agree some of the school-rooms and

human labor, and moreover the building has been repeatedly pronounced unwholesome. On the other hand, the newspapers have told us that money has been granted for building; a large block of houses in Aberdeen Street was purchased, and afterwards demolished; and unless I am much mistaken, orders were actually given for the preparation of the site. All this was months ago, and the New Government School is now fast becoming one of the jokes of the Colony.

Will no one suggest to our energetic Governor that delays are dangerous? I am, yours &c.,
READER.

LONDON GOSSIP.

(Pioneer.)
July 20th 1877.

You will notice in the papers an extract from *Le Paris* regarding a French chemist, who has, it is there stated, already gone to Constantinople with the offer to blow up any Russian corps d'armée on the Danube gratis, although he will subsequently require an immense sum, paid in advance, for performing the same office on a Russian army in Asia Minor. I think nothing can be fairer than the chemist's offer. Indeed, it is liberal. It would be quite in accordance with the most modern notion of equity if he stipulated for "payment by results." Thus, if he succeeded in blowing up twenty or thirty thousand Russians (say at Rastchuk), he might fairly ask the Turks for some little emolument. He does not such thing. He makes them a free present of anything he may do in that way in Europe. It would be just a trifle to show what he could do in Asia when he gave his mind to it. But seriously I see no reason why his *modus operandi* by land-torpedoes (i.e., by mines of dynamite or gun-cotton instead of powder) should be largely and effectively used in defensive war by land as well as by sea.

There is a joke against Mr. Wybro Robertson, the energetic manager at the Westminster Aquarium. Yesterday morning there appeared in the *Telegraph* and *Daily News* a letter purporting to come from some place on the west coast of Scotland, to the effect that the sea-serpent had been actually captured at last. Names of persons and places were given with great detail, the dimensions of the beast, 100 feet long, &c., &c., concluding with the announcement that telegrams had been sent to all our leading naturalists and men of science to invite them to come and see the monster. Mr. Robertson was seized with a happy thought, and immediately telegraphed to the authorities at the place in Scotland offering to buy the reptile for the Aquarium, expense no object, so that he was picked (funny picking) 100 feet of sea-serpent and sent off immediately. Of course, he got an answer back to say that they knew nothing about the sea-serpent, and requesting that a directly to defray the cost of telegraphing! Poor Mr. Robertson has had to bear an amount of chaff, of course; but I think he ought to be commended for his zeal. What a card the sea-serpent would have been at the Aquarium. By the way, the Hindoo jugglers performing are, I should say, very poor specimens of their class. Their only good trick is the boy in the basket, and that could be better done by Maskelyne and Cooke. Colonel Henderson has been the Zazel performance a capital advertisement by writing to Mr. Robertson, and informing him that the directors of the Aquarium will be held responsible for any accident that may happen. To this Mr. Robertson has replied, enclosing some medical and surgical opinions to the effect that the performance is rather a safe one than not; that "Zazel burst into tears" when she was told that the cruel police wanted to stop her exhibition; and concluding by inviting Colonel Henderson and Mr. Secretary Cecil to get into the gun and he experienced all upon the interior of the Aquarium, which is crowded every night. The *World* says that there is a stampede of members from the House to the Aquarium every evening about the time that Zazel performs. I thought I saw the Speaker there (the House was in committee) last Thursday. He is a lanky old boy, for he went to the Folly the other night, and somebody took his watch.

I have heard, on very nearly the best authority—viz., the authority of a member of the Metropolitan Board of Works—that there is no chance whatever of the National Opera on the Thames Embankment being continued, or gone on with in any way, or for any purpose, for some time, and very little chance of it ever being completed as an opera-house. There is not a penny in hand; more than twenty-five thousand pounds are already owing to various contractors on account of work done; and the building is hardly yet above ground. In addition to all other causes of discouragement, there is the circumstance that Her Majesty's Theatre is the Haymarket is now threatened with its old use as a house for opera. There may possibly have been room for two opera-houses, but there is certainly no need for three. Besides, if the National Opera is not needed for the interests of London, neither is it for Mr. Mapleson's, who is more or less profitably established now in the Haymarket. But for my own part I really do not think that London, vast and populous as it is, wants or can support even two Italian operas. Of course I know that there actually are two, and that there have been two for the last several years; but I don't know that the *impresario* of either has made anything by his management. Popular as Mr. Gye is, I don't think he has saved anything; and the impression is that Mr. Mapleson has found his undertaking less lucrative still. It is easy to see why this should be so. The competition between the two houses for the more famous artists enable these latter to extort their own terms; while the same competition for the patronage of the opera-going public has made a corresponding rise in prices impracticable. While the cost of almost everything else has more than doubled, the "subscription" to a stall at Covent Garden, or at Her Majesty's is now precisely what it was when Gye made her debut in London forty years ago. Of course I, personally, am very far from regretting this competition. If there were only one Italian Opera the result would be that the price of admission would be no high. Nevertheless I am unselfish enough to see that there would be some advantages on the other side—advantages almost of a national order. The London Opera would then collect a galaxy of vocal talent such as the other capitals of the world could never present. The orchestra, it is true, could hardly be better than those presided over by present by Vianesi and Sir Michael Costa; but the choruses would probably be vastly improved, and more splendid might be afforded in the scenery, costumes, and other accessories. At present, not to speak of the *Alphabetic*, there are several theatres in

London which mount their pieces far more handsomely as to scenery and dresses than either of the opera houses do. Then another result of the greater costliness and consequent exclusiveness of a single Italian opera would be a reversion to the old courtly fashion of dressing Her Majesty's Theatre to be part of Her Majesty's Theatre, so that on Drawing-room days ladies went to the opera in their diamonds and feathers, just as they had gone to the Drawing-room. Now this is so far from the case, that Mr. Mapleson does not absolutely insist on men wearing evening dress; he only requires people in morning dress to enter by a particular door—that in the arcade. By the bye, do you happen to know that Tod Heatley is the real owner of Her Majesty's Theatre, the great wine merchant having bought it over Lord Dudley's head? Lord Dudley, however, has still a portion of this lease unexpired. *Appropos* to this lease, a characteristic story is current regarding Lord Dudley, and I believe, moreover, it is quite true. There had been an old disputed account between Lord Dudley and Mr. Mapleson, dating from the time when Her Majesty's Theatre was burnt down, by which Lord Dudley considered that Mr. Mapleson was his debtor to the tune of some £1,500. On reference, however, to arbitrators, the decision was given that Mr. Mapleson did not owe the money, or at any rate it was a demand which could not be enforced. Nevertheless Lord Dudley nursed the injury in his bosom, and to all the suggestions made him from different quarters: "Why don't you let the theatre to Mapleson rather than allow it to remain empty," he replied:—"Let him pay me my £1,500." So at last, this year, Mr. Mapleson, under shrewd advice, paid Lord Dudley the disputed fifteen hundred pounds, whereupon he obtained Her Majesty's Theatre at a rental of £3,000, he having formerly offered £8,000 for it in vain! This story is quite in accordance with the common saying among those who know anything of Lord Dudley's mode of conducting business, that "his Lordship pays thirty shillings in the pound for everything."

The most pressing questions for the belligerents seem to be where money is to come from, and who is to be security for the necessary loans. Already both exchequers are fairly drained. If there were a way of stopping war loans, the Russ and the Turk would shake hands; but somehow the most needy borrower in such times finds a way of getting money. How about the repayment? At one of the goings-down of a *Atlantio* steamers a couple of years ago, an American lady and her two daughters honoured the ceremony with their presence. The mother was drowned, the daughters were saved. The younger one recounts the event by stating that "Mother and we did the splash together; sis— and I bubbled up again; mother didn't."

Two trains, going in contrary directions, crossed between Cordova and Seville the other day, and waited side by side in the same station. In one was the ex-Empress of the French, in the other the Duke of Montpensier; the latter raised his hat, the Empress bowed in return; afterwards both Royal travellers got out and paced the railway station, and entered into conversation. The result of which conversation and simple proceeding is the current rumour that a matrimonial alliance has been settled between the Prince Imperial and the Duc de Montpensier's daughter; which is a fresh proof that man can create much out of nothing.

So long as the Danube remains the first line of defence of Turkey, Silistria must always play an important part in wars between it and Russia. The town itself is situated on the right bank of the Danube, and is overlooked by a range of hills to the south. The enceinte of the fortress consists of ten bastioned fronts. The ditches are from twenty-five to thirty-five yards wide, ten to twelve feet deep, with revetted escarpments and counterescarpments, and are all well flanked. Without the enceinte is a girdle of detached forts, which are well situated for defence and are of great strength. In each one there is a bombproof masonry redut for the defence of the gorge. The largest of these detached works lies due south of the town, on the highest ground occupied by the fortifications. In its construction many modern improvements have been introduced. The ditches are flanked by bombproof caponiers, placed in the angles of the work, and giving a musketry and artillery fire each way. The escarp wall is continued eight feet above the level of the ground, and is loopholed for musketry, the parapet being retired about eight feet from it; so that, even if the wall is breached, the parapet does not necessarily fall. The forts are all within range of the fortress; but as the former are upon much higher ground the fire of the latter could be but of little assistance to them.

The fortifications of Rastchuk, which is situated upon a plateau some thirty to forty feet above the waters of the Danube, consist of a bastioned enceinte, the escarpments and counterescarpments to the ditches being revetted, except along the river fronts, where the counterescarp is not supported by masonry. Since 1854 the works of the fortress have been extended, so that they now overlook the Lom, which flows into the Danube immediately above the town. The general form of the enceinte is described as being that of a right-angled triangle, the hypotenuse, formed by six long and narrow bastioned fronts, being washed by the river. At the western angle of the triangle is the citadel, also a bastioned work. The hypotenuse is broken outwards, one of the bastions, known as the *Kale-Alik-Tabla*, projecting into the bed of the river. Advanced works have been constructed on the farther side of the Lom in the form of *r-donts*; and the right angle of the triangle is covered by a lunette. Bomb-proof magazines have been provided, and secure accommodation for the garrison has also been arranged both in the detached works and in the enceinte; and the former are connected with one another and with the latter by subterranean telegraph wires. The key of the fortress is the fort situated on the highest point of the plateau, and known as the Fort Barry Bair, since from it the town and the other detached works are completely commanded. The nature of the soil, which is what would be described by English engineers as "easy," would materially facilitate the construction of siege works and approaches against this fort, which in other respects is of considerable strength, and has substantially revetted escarpments and counterescarpments. Western Australia, we are proud to find, grows heroines worthy of the highest fame. We leave the *Daily Telegraph* to give whatever its fulgurant sentiments, is glad in its hero-worship, to retell the story of "An Australian Heroine" which it pulls from a colonial paper.—
One day last January the steamer

Georgette ran on shore near Perth. A boat was got off and rowed towards the beach, but so heavily was the surf running that she capsized, and her crew were an hour righting her and returning to the ship. They took a hawser from the vessel, and sitting some women and children in the boat they paid out the line so as to get near the shore. But the boat was swamped by the surf; the poor creatures were all struggling in the water, and in imminent peril of their lives, when on the top of a steep cliff appeared the figure of a young lady on horseback. To the spectators it seemed utterly impossible that a horse with its rider should be able to descend that rugged precipice; still, down the declivity did the young lady, whose name it afterwards transpired was Grace Vernon Bussell, ride at speed. Reaching the shore she urged her horse into the boiling surf, and rode out beyond the second line of roaring breakers until she reached the boat to which the frightened women and children were clinging. Miss Bussell's horse stumbled over the rope and she was nearly lost, but she managed to get alongside the swamped raft and to bring off the women and children. After landing them there was still a man left on board the boat. Thus another journey on horseback into the breakers had to be undertaken, and the man was brought safe to shore. So fierce was the surf that four hours were occupied in landing fifty persons, and every boat engaged was capsized. Meanwhile the heroic Grace Vernon Bussell, drenched with the sea foam and half-fainting with fatigue, galloped a dozen miles home to tell her story and have relief sent to the half-drowned, half-naked folks whom she had left on the sea beach. The heroine's sister, Mrs. Brookman, took horse, galloped that same night through the woods to the shore, taking a provision of tea, milk, sugar, and flour for the destitute people; and the next day the rescued were brought to Mr. Brookman's house at Bussellton, Perth, and cared for until they were sufficiently recovered to depart on their solitary ways. It is melancholy to have to record that the anxiety consequent on her exertions proved fatal to Mrs. Brookman, who took a severe cold, and died eventually of brain fever. Her sister, the heroic Grace Vernon Bussell, however, still lives; and if ever a courageous British girl deserved to be likened to Grace Darling, the Northumbrian lighthouse-keeper's daughter, and to receive the Royal Humane Society's brightest medal for exertions in saving life, such a maiden is Miss Bussell, of Perth, Western Australia.

THE SUEZ CANAL.
Mr. Charles Magdus has addressed a further communication to *The Times* on the above subject. After pointing out the circumstances which led to the first transport of troops for India through Egypt, he says:—

A long correspondence ensued between the Indian and Home Governments until it was finally decided in 1864 to carry out the service by transports to be built for the purpose, and the India-office applied to the Foreign Office "to obtain the consent of the Porte and the Viceroy of Egypt to the proposed arrangement." This was received from Turkey in the month of October, 1864, in the shape of a Note from Ali Pacha, the then Grand Vizier. "Happy to seize every opportunity of giving irrefutable proof of the value the Sublime Porte attaches to the relations happily subsisting between itself and Great Britain," His Majesty "the Sultan, was disposed to procure for the Government of the Queen, &c., the necessary facility for the Royal troops passing through Egypt on every occasion when Her Majesty's Government should specially request it. In the beginning of 1865 Sir Henry Bulwer reported that he had "spoken to the Government of the Khedive about the regular passage of British troops through Egypt," and had "not only found no reluctance on the part of the Viceroy to comply with the wishes of Her Majesty's Government in this respect, but all the symptoms of sincere satisfaction." There is evidently a certain difference in the terms of the permission accorded by the Sultan and the Khedive, and the latter is not so clearly laid down as could have been wished. In fact, the only documentary evidence we possess of any arrangement with the Khedive, under which we have a right to send troops through Egypt is comprised in a Note from Nubar Pacha, the Minister of Public Works, to Mr. Colquhoun, the Consul-General at Cairo. But with the exception of a vague compliment on the general question, that "the Khedive would wish to be agreeable to Her Majesty's Government in everything," it merely settles the rates of fares of officers and soldiers by the railway.

Upon these terms, such as they are, the service was commenced in 1867, the troops passing through Egypt by railway. On the 17th of November, 1869, the Canal was opened for traffic, but it was not until 1871 that the Indian Government decided upon sending transports through as an experiment. This intention was communicated to the Khedive, as also the decision in 1872 to adopt the Canal route permanently, but it does not seem to have been considered necessary to sign a Convention or to pass any more formal documents than were then in existence. This, then, is the state of the case. As regards the Sultan, our right to send troops through Egypt depends upon a permission granted on the strength of relations which, to say the least, are somewhat different now, and limited to "each occasion specially asked for." In such circumstances if the Sultan in the exercise of his right of Suzerain were to withhold it we could have no just ground for complaint. As regards Egypt our rights are even more shadowy, so that in fact we depend for the road to India upon the limited and special permission of a Sovereign with whom (not to excite controversy, I will say) an undefined number of our fellow-countrymen would like to go to war, and an ambiguous understanding with the Khedive, which from want of definition might at any moment lead to a misunderstanding.

Quotations.

HONGKONG, July 8, 1877.
OPIMUM.—New Pains, cash... \$562½
" credit...
" Old Pains, cash... 552½
" credit...
" New Benares, cash... 542½
" credit...
" Old Benares, cash... 545
" credit...
" New Malwa, cash... 575
" credit...
" Allowance Tael, 18 a 82
" Old Malwa, cash... 598
" credit...
" Allowance Tael, 45 a 77

Exchange.

Bank, on demand, ...	40
" 30 days' sight, ...	40½
" 6 months' sight, ...	41
Credit, ...	41½
Documentary, 6 months' sight, ...	41½
Bombay, demand Rupees, ...	231
Calcutta, ...	231
Shanghai, demand, ...	74½
" 30 days' sight, ...	75
Bar Silver, 17, dwts. 2, ...	15
Mexican, ...	25.50
Gold, ...	4.95
English Sovereign, ...	4.95
Australian Sovereign, ...	4.95
Discount, ...	9 a 10

Shares.

Hongkong Bank, 87 ½ prom.	
Union Ins. Society of Canton, \$750	
China Traders' Ins. Co., \$2,650	
Chinese Insurance Co., \$240	
Yongtze Ins. Association, Tls. 720	
H.K. Fire Ins. Co., \$575	
China Fire Ins. Co., \$149	
H.K. & W. Dock Co., 27 ½ dis.	
H.K. & C. B. S. Boat Co., 7 ½ dis.	
Shanghai Steam Navigation, Tls. 28	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$56	
Chinese Imperial Loan, \$108	

Temperature.

Taken at Messrs Falconer & Co.'s Premises, Queen's Road.

HONGKONG, July 8, 1877.

BAROMETER—9 A.M. ...	29.720
" Do. 1 P.M. ...	29.714
" Do. 4 P.M. ...	29.700
THERMOMETER—9 A.M. ...	87
" Do. 1 P.M. ...	87
" Do. 4 P.M. ...	88
" Do. (Wet bulb) 9 A.M. ...	80
" Do. Do. 1 P.M. ...	80
" Do. Do. 4 P.M. ...	79
" Do. Maximum ...	88
" Do. Minimum over night ...	81

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers.—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.	Remarks.
Dec.	22, Sophie,	New York	
Jan.	10, C. R. Bishop,	London (Falmouth 17	
12, Woodhall,	Hamburg		
Feb.	5, Carrizal,	Cardiff (Brest Feb. 23	
17, Theresa Behn,	Cardiff (Spk'n Feb. 27		
19, Cactus O.,	Cardiff		
19, Malpu,	Cardiff		
27, Gold Hunter,	Cardiff (Spk'n Mar. 1		
28, Janet Ferguson,	Glasgow v. S'pore		
Mar.	1, Euld,	London	
2, Isles of the South,	Cardiff		
2, Paracoe,	Cardiff		
4, Nimbus,	Cardiff		
8, Khadive,	Antwerp		
9, Pilgrim,	Cardiff		
15, Antwerp,	London		
16, George Crosshall,	Cardiff		
17, D. McB. Park,	Swansea v. S'pore		
18, Victoria,	Liverpool		
19, C. W. Cochrane,	Cardiff for Canton		
20, Cygnus,	Cardiff		
20, Springfield,	Cardiff		
20, Warrior,	Cardiff		
20, George,	Cardiff		
22, Birling (s.),	Cardiff		
26, May Queen,	Cardiff		
27, Scindia,	London		
27, Fortuna (s.),	Antwerp		
29, Commissary,	London		
Apr.	8, Rota,	Cardiff	
13, Sydenham,	Cardiff		
17, Kalsow,	London		
10, St. Elmo,	Cardiff		
10, Adolph,	Hamburg		
11, Benefactor,	New York		
11, Woodhall,	Antwerp		
11, H. S. Sandford (s.),	Cardiff		
12, Vega,	Hamburg		
13, Penzance,	Cardiff		
14, Antipodes,</			

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and;

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,

Hongkong, July 25, 1873.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,

Hongkong, January 5, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,

Hongkong, October 14, 1863.

INSURANCES.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this Company has this Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,

WILLIAM HUNT,

Secretary.

137, Leadenhall Street,

LONDON,

1st January, 1877.

THE MARINE INSURANCE Co.

20, Old Broad Street,

LONDON,

1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

INTIMATIONS.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

Governor of Hongkong;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best

collection of Views of China, Pho-

tographs Albums, Frames, Cases, &c., of

assorted sizes. Ex. S. S. Radnorshire, of

supply of very handsome Enamel Albums of

Russia and Velvet Covers, assorted sizes.

Illuminated Albums for Portraits, Tobacco

Pouches, in Shape of Skulls, Rats, &c.,

and a nice choice of Gift Mountings for

Frames, &c.

Hongkong, March 28, 1877.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely

printed matter.

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Arratoon Apoc	5	c MacTavish	Brit. str.	1392	July 2	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	
Danube	3	h Clanchy	Brit. str.	560	July 2	Yuen Fat Hong	Bangkok	9th Inst.
Douglas	5	h Pittman	Brit. str.	864	June 29	Douglas LaPrak & Co.	Coast Ports	To-morrow
Emu	5	h Blanco	Span. str.	222	June 29	Remedios & Co.	Mod. 's Slip
Golden Horn	4	h Alton	Brit. str.	1023	June 27	Wm. Pustan & Co.	Singapore	To-morrow
Glenfalloch	5	h Taylor	Brit. str.	1386	July 1	Jardine, Matheson & Co.	Shanghai	To-day
Howang	4	h Lamont	Ohl. str.	795	June 29	C. M. S. N. Co.	Shanghai	
Macgregor	3	h Newell	Brit. str.	1406	July 1	Gilman & Co.	Shanghai	
Mikado	4	h Barclay	Brit. str.	1992	June 29	Wm. Pustan & Co.	Shanghai	
Olympia	4	h Nagel	Ger. str.	777	June 26	A. McQ. Heaton	Manila	To-day
Spartan	5	h Cooper	Ger. str.	987	June 26	Jardine, Matheson & Co.	Manila	To-morrow
Thales	5	h Coles	Brit. str.	820	May 29	Douglas LaPrak & Co.	K'long Dock
Thingwalla	4	h Molen	Dan. str.	1577	July 2	Landstein & Co.	Saloon	at daylight
Venice	5	h Rhoda	Brit. str.	334	June 28	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	Wanchai Pier
W. Corea de Vries	2	h Welner	Brit. str.	783	June 28	Hok Moh Leong		
Yangtze	3	h Schultze	Brit. str.			Siemssen & Co.		
Sailing Vessels								
A. S. Davis	3	h Ford	Amer. sh.	1399	June 19	P. & O. S. N. Co.		
Batavia	4	h Haecloop	Ger. bge.	868	June 23	Siemssen & Co.		
Beethoven	3	h Haje	Ger. bge.	340	June 25	Melchers & Co.	Keelung	
Belited Will	8	h Branthwaite	Brit. bge.	812	June 24	Vogel, Hagedorn & Co.	Shanghai	Wanchai Pier
Benclutha	7	h Higgins	Brit. bge.	970	July 2	Meyer & Co.		
Blanca Portia	4	h Tancredi	Ital. bge.	668	June 22	Landstein & Co.		
Bonita	3	h Sehr	Ger. Sm. so.	340	June 27	Eduard Schellhass & Co.		
Brown Brothers	2	h Goodell	Amer. sh.	1493	June 8	P. & O. S. N. Co.	Manila	P. & O. Wharf
Canton	2	h Kaudsen	Slam. sh.	779	June 22	Chinese		
Cap Horn	3	h Miller	Ger. bge.	401	July 2	Wm. Pustan & Co.	Manila	
Carl	3	h Thomson	Ger. bge.	215	July 1	Arnhold, Karberg & Co.		
Charlotte Andrews	8	h Place	Brit. bge.	359	July 1	Borneo Co., Limited		
Chong Soon	2	h Cheng Sang	Slam. sh.	200	April 30	Chinese		
Chinaman	7	h McKenzie	Brit. bge.	690	May 21	Russell & Co.	London	
Coroline	4	h Robertson	Brit. bge.	826	June 24	Wieler & Co.		
Crested Wave	8	h Renoup	Brit. bge.	845	July 1	Order		
Daphne	7	h Arendrup	Brit. sh.	954	June 13	Meyer & Co.	Hogo	
Dauphine	4	h Lellonnals	Feb. bge.	327	May 28	Siemssen & Co.	Labuan	Wanchai Pier
Evening Star	4	h Asburn	Brit. bge.	371	June 29	Wieler & Co.		
Fleetwing	4	h Guest	Amer. sh.	829	May 7	Olyphant & Co.	New York	
Formosa	8	h Hyland	Brit. bge.	915	May 29	Russell & Co.	San Francisco	
Fred. F. Litchfield	2	h Spalding	Amer. bge.	1082	July 1	Order		
Friedrich Porthes	7	h Walter	Ger. bge.	480	June 30	Siemssen & Co.	Nicolajofsk	
Golden Spur	8	h Farrell	Brit. sh.	658	June 30	Meyer & Co.	Wanchai Pier
Grynne	2	h Keatings	Brit. bge.	698	July 1	Borneo Co., Limited		
Hannah Lay	3	h Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	San Francisco	
Hilghlander	8	h Greig	Brit. sh.	1298	April 28	Vogel, Hagedorn & Co.	New York	
Jacoline	3	h Hutchinson	Amer. sh.	1352	May 18	Vogel, Hagedorn & Co.	New York	
Jalob	4	h Hohlmann	Ger. bge.	417	June 24	Siemssen & Co.		
Jotun	2	h Moberg	Russ. sh.	1365	July 2	Order		
Kandanghater II.	8	h Bauff	Norw. sh.	885	July 1	Melchers & Co.		
Leading Wind	3	h Zeeth	Dut. sh.	1114	June 16	Melchers & Co.		
Loiterer	7	h Hinckley	Amer. sh.	1208	June 30	Meyer & Co.		
Lord Macaulay	8	h h	Amer. sh.	45	Aug. 13	Insurance Co.		
Louisa	4	h Monkman	Brit. bge.	847	July 1	Captain		
Mario Louise	4	h Schlerich	Ger. Sm. so.	245	June 1	Eduard Schellhass & Co.		
Matchless	4	h Guibout	Feb. bge.	425	June 22	Carlowitz & Co.		
Morro Castle	3	h Dawes	Amer. sh.	1198	June 22	Vogel, Hagedorn & Co.	New York	
Oaska	2	h Jewett	Amer. bge.	404	July 1	Captain		
Paola	7	h Lowe	Brit. bge.	527	June 13	Meyer & Co.	Wanchai Pier	
Perith	3	h Lant	Am. Sm. so.	597	June 4	Russell & Co.	New York	
Piccola	3	h Christiansen	Ger. bge.	250	July 1	Arnhold, Karberg & Co.		
Polyaesta	4	h Rimington	Brit. bge.	521	July 1	Melchers & Co.		
Rosina Henderson	4	h Grato	Ger. bge.	239	July 1	Siemssen & Co.		
St. Anne	7	h Schwauer	Brit. bge.	955	June 10	Siemssen & Co.		
Siamese Crown	8	h Gunn	Brit. bge.	686	June 9	Vogel, Hagedorn & Co.	London	
St. Anne	4	h Hansen	Am. Sm. so.	406	Feb. 29	Arnhold, Karberg & Co.		
Stanfield	2	h Saxstoph	Slam. sh.	540	June 25	Chinese		For Sale
Viscount Macdon	4	h Jan	Feb. bge.	287	June 28	Carlowitz & Co.		
Wealthy Fendleton	4	h Dudley	Brit. bge.	576	June 16	Borneo Company, Limited		
	4	h Wright	Brit. Sm. so.	298	June 23	Borneo Company, Limited		
	8	h Blanchard	Amer. bge.	809	July 2	Douglas LaPrak & Co.		
WHAMPOA								
Bombay	Smith	Brit. str.	749	May	0 P. & O. S. N. Co.			
Heliogrismus	Biehl	Ger. bge.	425	June	21 Wieler & Co.	Chefoo		
Heronimus	Koch	Brit. bge.	232	June	22 Landstein & Co.	Tientsin		